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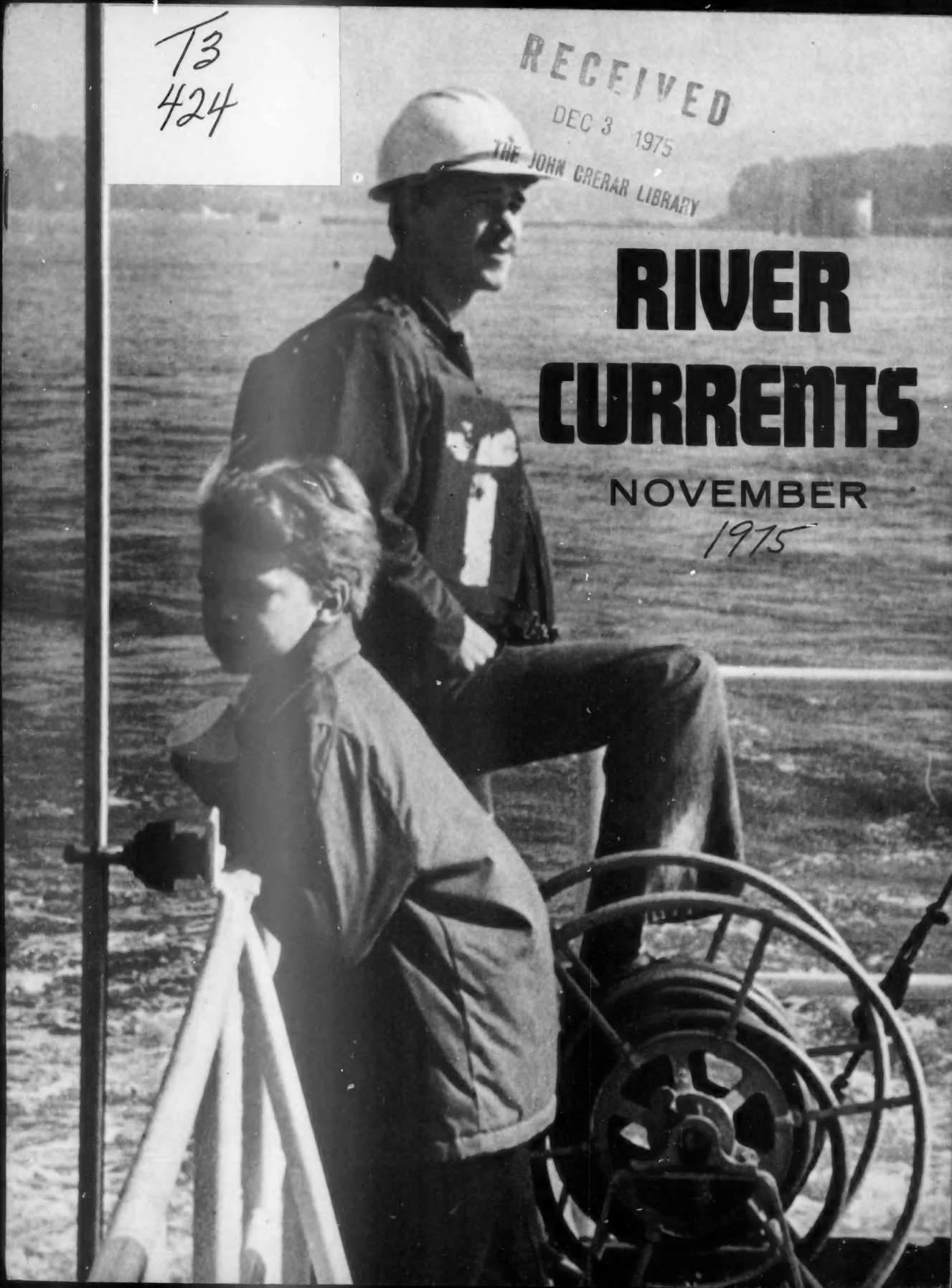
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# RIVER CURRENTS

NOVEMBER

1975



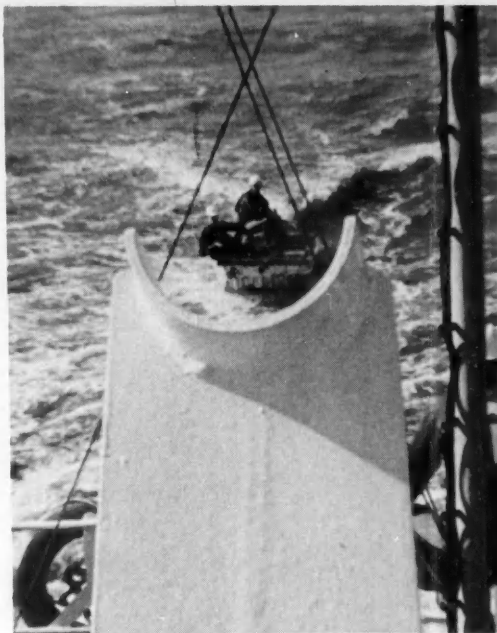


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**RIVER CURRENTS** is published under the direction of the Public Information Office.

News, feature stories and photographs are solicited from all Coast Guard personnel. Material will be published on a space available, news significance basis and by-lines may be given, if requested.

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CGC Cheyenne crewmen trailing behind the boat for safety of the kids in case of a possible man overboard.

## CUTTERS SHOW OFF

Two Coast Guard Cutters located on the Mississippi, and Allegheny Rivers, recently conducted A to N cruises with underprivileged children.

CGC Cheyenne operated her cruise up the Mississippi River with kids from St. Joseph's Home for Boys, located in St. Louis, Mo.

The cutter Sycamore performed a similar trip up the Allegheny waterway for children from the Holy Family Orphanage in Emsworth Pa.

In addition to the boat ride, the children's afternoon turned out even brighter when they saw a buoy being set during the Cheyenne, and Sycamore's local navigational run.



### OUR COVER

SA Rick Hillis and one of the kids from St. Joseph's Home for Boys, during one of the Cheyenne's AtoN runs.



**SEEING IS BELIEVING** — Hundreds of motorists do a double take every time the Second Coast Guard District's Half Boat is on display.

# "HALF BOAT A HIT"

## To Travel U. S.

**by PA1 Dale Puckett**

"It'll never float!"

"Doesn't look too seaworthy to me!"

"You've been a seagoing service since 1970 and that's the best boat design you can come up with?"

It might be said that something original always brings out the best in the cynics. If you don't believe it, ask the men in the Boating Safety Branch at the Second Coast Guard District Headquarters.

Lt. Bill Boland, CWO3 Ed A. Gardner and the other men in the Standards Section hear similar comments every time they take their half boat to a boat show. But, they're getting used to it and at the same time members of the

boating public fortunate enough to see Half Boat are getting a tremendous education.

"Let's face it, the chance of a passenger drowning in this boat are nearly non-existent," Boland said. "It's bolted to its trailer!"

Seriously, Half Boat was designed, sans one side, to illustrate the latest recreational boat construction requirements. It also lets the private boater see first hand some of the latest safety ideas being proposed by Coast Guard and industry research and development experts.

To learn a little about Half Boat let's go for a ride. It will be navigated by the Boating Safety Branch's Public Information and Education Officer, LTJG Larry Hughson:

As we take our seat, we see that Half Boat is equipped with the standard equipment. A horn, lights and engine compartment ventilation are



**CLOSE UP VIEW** — In this view you can see the PFD racks, the fire port, and the explosion vent above the engine compartment. Lt. Hughson's descriptive account of a trip on Half Boat tells how they all come in handy.

all visible. Our guide has not loaded the boat beyond the proper weight and persons capacities given on the capacity plate. Things look shipshape; lets be off to the far side of the lake where the fish are biting!

Heading across the lake, we notice our guide switching from the hand throttle to a foot throttle. He explains that the hand throttle is connected in such a way that it can only be used for slow maneuvering.

A rock is spotted suddenly. It's just below the water surface and dead ahead. The operator immediately lifts his foot from the accelerator and steers to miss the rock. He is not in time, however, and we graze the obstacle slightly. Apparently no serious damage is done so we continue our trip.

The guide tells us that if he had been using a hand throttle he probably wouldn't have considered slowing the boat like he did with the foot throttle. Operators in emergency situations, he tells us, tend to keep both hands on the wheel without giving a thought to slowing down.

It is an interesting point. Our boat would have been seriously damaged had we hit that rock traveling any faster.

Now where's that smoke coming from? Oh

No! Our engine compartment is on fire!

Our guide doesn't panic. He grabs the fire extinguisher mounted beneath the operator's console, and rushes back to the engine compartment hatch.

Instead of opening the hatch he directs the extinguisher nozzle through a small fire port. With a few quick blasts from the extinguisher the fire appears to be out. In an effort to help, we quickly lift the hatch to check. As soon as fresh oxygen reaches the compartment the fire flares up again. We now understand why our guide left the hatch shut. He closes the hatch and extinguishes the fire a second time.

The damage done by the fire is minimal but we head back to port anyway. The way this day is going we'll feel better having something more solid that the Coast Guard's HALF BOAT under us.

Our guide has had a worried look on his face since the fire. He seems a bit too eager to reach the shore. In his haste he opens up the throttle before we have a chance to get seated.

If we hadn't used the numerous handrails and handgrabs on HALF BOAT we would either have hurt ourselves in the boat or would have been thrown over the side. If we had gone overboard the buoyant cushion mounted on the engine hatch cover would have been thrown to us quickly. This is no small comfort to us as we proceed back along our earlier path.

Our comfortable ride is violently interrupted by an explosion. Instantaneously, three vents blow open in the stern, spewing fire and smoke.

Next, the engine hatch cover blows open. A fireball shoots out over the stern. A second later the vents in the stern close and a fire is roaring in the engine compartment. Our guide grabs the fire extinguisher, closes the engine hatch cover and puts out the fire with the extinguisher.

What was going on! Our guide explained that the three vents we saw open on the stern were explosion vents designed to safely release an explosion to the atmosphere. Without them, the whole back end of the boat would have blown up.

The explosion was larger than what the vents were designed for and the engine hatch blew open. Had the hatch been designed to open toward the inside of the boat instead of toward the stern, that fireball we saw go over the stern would have engulfed the interior of the boat. Guess who was sitting there?

What now? We're in the middle of the lake without power. The explosion blew apart our fire resistant fuel line. The fellow who installed



the fuel tank below the fuel line had a good idea. He made sure that fuel wouldn't syphon through the broken fuel line. If he hadn't we probably would have never extinguished the fire.

But what now? Our guide reaches for the paddle, but, grabs the bailing device instead. He had noticed that water is coming from beneath the floor boards.

Apparently our brush with the submerged rock and the explosion has interfered in some way with Half Boat's watertight integrity. We all reach for personal flotation devices which are conveniently stowed in harnesses under the gunwales.

The guide, obviously losing his battle with the bailer, tells us to relax. Half Boat is equipped with flotation material under the floorboards, bow, gunwales, and stern. It's situated so that, the boat, if capsized, will float in a level position. We now see how this allows people in the water better handholds and a more secure lifesaving platform.

From here we simply hang onto the sunken hull until the wind blows us to shore.

Lt Hughson has described a short trip. Thanks to Half Boat, he survived.

On a longer trip students of recreational boating safety would have been able to learn more about many additional safety tools, including: light displays, cleats, capacity information labels, electrical harnesses, fuel systems and hull identification numbers.

The public and manufacturers have received Half Boat so well that it's been scheduled in boat shows this spring from Coast to Coast.

Half Boat was created by the standards experts in the Boating Safety Branch. Lt. Bill Boland came up with the idea. Then, CW03

(Naval Engineer) Ed A. Gardner went to work on the design problems.

Paul Bomar, President of Great River Marine, Inc., at Saverton, Mo., became fascinated with the idea and volunteered to turn one of his Delta boats into a "half boat" at no cost to the Coast Guard.

While Paul was busy molding the hull, Lt. Boland and the boating safety boys contacted the manufacturers of the many safety accessories displayed on Half Boat. Though the Half Boat is being shown, it is not complete. As new ideas and innovations are created, they are being added.

The world premiere of the Second Coast Guard District's Half Boat was heralded by the critics at Chicago's marine trades exhibit & conference. Plan to see it when it visits your area.



THANK YOU — Paul Bomar, President of Great River Marine, Inc., at Saverton, Mo., receives a Coast Guard Certificate of Merit from Captain Harold Muth, Chief of Staff, Second Coast Guard District. The presentation took place at the Coast Guard Auxiliary's Western Region conference this fall.



The National Park Service has published a "Guide to Historic Places of the American Revolution." The 135-page booklet contains maps and photographs in black and white and color. In addition to a state-by-state descriptive listing of historical sites, the publication contains a chronology of political and military events of the American Revolution and a

list of Government-published books, folders, posters, and document reproductions concerning the period. The book is a cultural guide as well as an inventory of historic sites. The Guide is for sale for \$1.90 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.



Miss Susan L. Wroton receives a fatherly kiss from Lt. Cdr. Jack Wroton after Wroton presided over the swearing-in of his daughter, making her the family's representative of the fourth generation of Wrotons to join the Coast Guard.

## FOURTH GENERATION COAST GUARD PERSON

LT G. J. WHITING

Susan Wroton is following in the footsteps of her father, grandfather and great grandfather.

She took the first step, recently when she was sworn into the Coast Guard Reserve by her father, Lieutenant Commander Jack Wroton, Chief of the Second Coast Guard District Readiness Branch.

Eighteen year old Susan, whose family resides at 11888 Sprucehaven, Creve Coeur, Missouri, left for basic training at Cape May, New Jersey shortly after the ceremony.

The Wroton family has had a member in the Coast Guard continuously since 1905. Susan's great grandfather, Charles served from 1905 to 1939. Her grandfather, Benjamin, joined in

1927 and retired as a Lieutenant in 1956. Susan's father enlisted in 1951. Together, the three generations of Wrotons have a total of 85 years service in the Coast Guard between them. Susan's present plans are to continue the family tradition.

Susan Linda Wroton was born in Norfolk, Virginia on October 14, 1956 and graduated from Port Huron Northern High School, Port Huron, Michigan in June of this year. After she finishes her 10 weeks recruit training, Susan will attend Boatswain Mate/Port Security School in Yorktown, Virginia. She will then return to St. Louis for assignment to the Marine Safety Office.



Coach Preston Haglin shouts encouragement to his team.

## THE SAILOR BEHIND THE BENCH

by PA1 Chuck Kern

"Your line's out next". These words sound familiar to anyone who has ever been in a seagoing service. Some of the other phrases used by Yeoman Second Class Preston Haglin might sound a little strange to other Coast Guardsmen. "Forecheck, Marty" "Pass the puck" "Play the man" "Nice shot, Joe." The terminology belongs to the sport of hockey which Preston grew up with in Minneapolis, Minnesota. He has been on ice skates since he was six years old and playing hockey since he was eleven.

Stationed in the Second Coast Guard District Western Region Auxiliary Office here in St. Louis, YN2 Haglin is one of those people who manage to cram thirty-six hours of living into every day. When he is off duty, he is either going to school at St. Louis University where he has two years credit toward a degree in Business Administration, or playing hockey for a local amateur team. He is coach and captain

for the Spirits, a team which has a seven win-no loss record this year.

This fall he added a new activity to his calendar as varsity coach for Christian Brothers College, a private military high school. The position offers no financial reward, but the challenge of coaching high school athletics is reward enough for Preston. In their first two preseason games his team is undefeated, winning their first and tying their second game. With nine more preseason games to go before the first regular game on December 9. Preston feels confident his team will be ready for competition. He also started a junior varsity league in South St. Louis.

Preston's enthusiasm for community involvement is obvious to anyone who talks with him. "Just holding down an 8 to 4 job is not enough," he says. His attitude on the job and in the community is a credit to him and to the Coast Guard.



Master Chief Petty Officer of the Coast Guard Phillip Smith, talks with the crew of Coast Guard Base St. Louis.

## Basically, I'm Back There Because You Guys Are Out Here

by PA1 Chuck Kern

The Master Chief Petty Officer Of The Coast Guard visited the Second District Office and Base St. Louis, this month. Master Chief Yeoman Phillip Smith, the Coast Guards' highest ranking enlisted man met, talked with and answered questions for men of both units.

The Chief knows the problems of the enlisted man. He has served on both coasts, Alaska, Hawaii, and Guam during his career of more than 23 years. He has served aboard buoy tenders, icebreakers, air stations, and marine safety offices.

His job is unique in that he has only one boss. He works directly under the Commandant. His office is next door to the Commandant and he can talk directly with the Admiral whenever he needs to. He has a position on the Uniform Board, the Welfare Board, and any other board

or committee that affects policy concerning enlisted people. "My job is to try to get your point of view and your problems across to the people who make the decisions before the decisions are made," Master Chief Smith said. He also pointed out very emphatically that he is not in Headquarters to bypass the chain of command. He said the first thing he'll ask a man who calls him if he talked to his Chief or his division officer. If a person says "Oh well, he's old, we can't communicate", the Chief will usually direct the man back through the chain of command. If a person has a problem, has gone through the chain of command, and still can't get an answer then perhaps it is a job for the Master Chief or the Senior Enlisted Advisor in the District.

The Chief talked at length about the new uniform. He mentioned several items that are coming out soon and several suggested changes. Next August we can expect to receive an outercoat similar to the London Fog topcoat.



It will have a zip-out, zip-in lining. We can expect to see soon an optional cost similar to the present officers bridge coat. It will not be issued and if you want one, the price is expected to be around \$80.00. While waiting for the new outercoat, we still have the trusty pea coat, and they are authorized for wear with the new uniform till the new coat comes out. A light weight rain coat is available and can be purchased. Where it is being issued to recruits now, but since most of us were issued the older style raincoat, we'll have to buy the new one if we want it. The price tag on it is around \$12.50.

A new working uniform is being field tested on the west coast. It is cotton/polyester wash and wear. They are not expected to be ready for at least another year. There are several recommendations concerning white shirts for wear with the new uniform. Nothing is definite yet whether the shirts would be worn for special occasions or worn by officers only. There was talk of changing to a light blue cover for the combination hat, however since the Coast Guard bought 80,000 white covers it would be financially impractical to change now. Garrison caps can be worn with the new uniform at the option of the individual. The

only exception would be for inspections where the commanding officer would specify the hat to be worn.

The Chief said that on July first of this year, Headquarters authorized 16 POCM billets in the Coast Guard. One for each district, one each for Yorktown, Alameda, Governors Island, and one at Cape May. The billets would place a Master Chief in each location as a full time Senior Enlisted Advisor. The positions would be an extension of the duties of the Master Chief Petty Officer Of The Coast Guard at the district level. Headquarters is screening candidates for the positions now.

The Chief also said that the present marking system is being studied for revision. He had only seen part of the proposed changes, but said it should be an improvement. There is some talk of only marking for conduct upon discharge.

Several questions came up as a result of the Master Chiefs visit here. He took notes and promised to take them to the proper office in Headquarters. All of us here became more aware of the scope of his job. We came away convinced that here is a man who is not only aware of the problems of the enlisted man, he is doing something about them.

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## DID YOU KNOW?

On the original ten cutters in the Revenue Cutter Service, a captains pay was forty dollars a month, a lieutenant received 25 dollars a month, and a seamans pay was eight dollars. In 1836 captains received twenty four dollars a month for quarters and fuel, other commissioned officers received twelve dollars, but travel was paid at the rate of TEN CENTS a mile.

### Did You Know?

On Christmas day 1931, an eskimo was rescued when his small boat beached on a sand bar. He was given food, shelter, dry clothing and two days rest by the keepers of a light house at Fenwick Island on the Delaware coast!

### Did You Know?

Light Buoy #9 broke loose from its moorings in the Indio Channel of the Plata River, Argentina, on July 3, 1918. It was recovered by Australian authorities about 100 miles north of Fremantle, West Australia, on June 29, 1923. The drift was across the South Atlantic Ocean, past the Cape Of Good Hope, a total distance by the shortest route of 8,700 Miles.

### Did You Know?

China gets the credit for the first lifesaving stations in the world. The Pa district had five lifeboat stations in commission on the Min River and two of its tributaries in the year 1737.

### Did You Know?

The first fog signal was a cannon installed at Boston Light in 1719. Bells, both hand and clockwork-operated, were employed quite early, as were bell boats. The first air fog whistle was established at Beavertail in 1851, and the first steam whistle came into use at the same station in 1857. Sirens were installed in 1868, to be followed some time later by the diaphone and other technical improvements.



## by SNPA Reggie Reese

*"Ripple:" noun. 1. a small wave or undulation, as on the surface of water. 2. a small rapid in a stream. — from Webster's New World Dictionary, complete reference edition.*

3. Something new here at River Currents, short notes of interest from around the Second Coast Guard District. — a figment of the author's imagination.



One of the essential keys in running a First Class organization is inter-office communications. A prime example of such efficiency of this is displayed by CDR WEBB and LCDR DUNN of the District Office (m) Staff.

COAST GUARD RESERVE UNIT PITTSBURGH assisted Sears, local CBS radio station WWSW and RCA in their recent "Rock the Boat" contest. Lt. C.M. SCHUBERT Reserve Boating Safety Officer provided personnel who conducted lectures on aids to navigation, boating safety, proper use of a lifejacket for children, and water pollution. In addition, recruiting personnel helped hand out leaflets and information on various Coast Guard activities and programs. ENS M.M. EPSTEIN, Reserve Information Officer says, "In addition to making the boating public more aware, it's really a good feeling to do as the song says "Rock the Boat", but don't tip it over."

The VETERANS ADMINISTRATION provides a program of financial assistance for the

education and training of eligible veterans having military service since January 31, 1955. The program is designed to encourage self-improvement and offers financial help to such veterans in raising their educational level. For more detailed information or assistance, get in touch with your nearest UNITED STATES VETERANS ASSISTANCE CENTER.

There's not too much happening on the CGC CIMARRON except the crew recently welcomed aboard their new Officer In Charge, BMCS CHARLES WOODS.

The Missouri River will be shut down to navigation, and the CGC CHEYENNE will be helping the Coast Guard Missouri River Tenders in closing the river for the winter months. In the personnel area, on the CHEYENNE, SN TOM HEITZMANN got out November 22nd, and FN H. CLARK will soon be a member of the crew.

Wedding bells have been ringing at MSO DUBUQUE for MK2 BRADLEY R. JONES and BM3 KEITH GREEN. JONES got married October 19th. His friend GREEN followed on the 16th of November. CONGRATULATIONS!!!



BMCS Paul Antic displays proper wearing of a child's lifejacket.



Commander Russel Sawyer, Captain of the Port in St. Louis, congratulates Mrs. June Janet Inman after she became the first woman to receive a license as an "operator of an uninspected towing vessel" at the Coast Guard's Marine Safety Office St. Louis, Mo.

A tour of the boat has been given to the Lions Club located in Natchez, Ms. by the CGC CHENA. The CHENA not only showed off the boat, but also took the Lions for a quick ride about ten miles down the river. MK3 ALEX J. PEARSON and BM3 LEROY COUNCIL of the CHENA are now both wearing second class stripes.

Beginning November 20th the CGC CHIPPEWA will be heading for Greenville, Ms. where the boat is scheduled for a 21 day sit in. This long rest is better known as THE DRYDOCKS. FA TERRY L. HARMON just reported aboard the CHIPPEWA from CAPE MAY, NEW JERSEY, and he won't see any underway time for a while, because of the long sit in.

Two men sailing near the Chickamauga Dam were rescued by Coast Guardsmen MK2 JERRY SYKES and BM2 RONALD SPARKS. This happened after the two men fell in the Tennessee River when their sailboat capsized. SYKES and SPARKS are stationed at DEPOT CHATTANOOGA where they received the Coast Guard Commendation Medal for their achievement.

CW04 GEORGE W. TODD, former Commanding Officer of the CGC DOGWOOD, was relieved by CW03 STEVEN GUEDESE. The yeoman aboard the DOGWOOD reported that 75% of the crew have been shipped out and replaced by new men. November 11th brought

great joy to the hearts of the men aboard the DOGWOOD and DEPOT VICKSBURG when BMC ROBERT E. PIERSON'S retirement



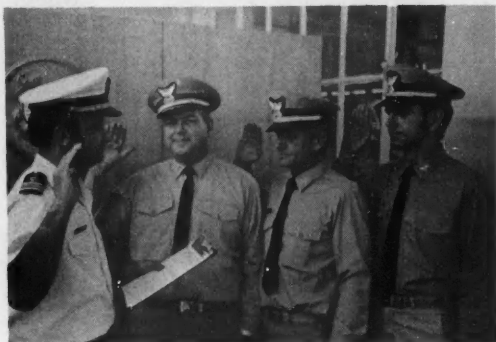
OLD AND NEW — — RMC Steve Parkans pauses long enough from his duties as GREETER at the National Chief Petty Officers' Association convention to pose for a picture with N2 Shirley Ross, President of the newly formed Coast Guard Enlisted Association.

Parkans, who was one of the first radiomen ever to serve aboard ship, sailed with the cutter BEAR. He wore his "grays" to the convention.

Ross attended the convention to secure the support of the Chief Petty Officer for the fledgling organization. While here, she also met with enlisted personnel from the Second District Office and from Coast Guard Base St. Louis.

ceremony was held at the Depot and the crew from the cutter DOGWOOD participated. Liberty was granted to the boat and the base after the event. All the recruiters would like to know that BMC CHARLES H. WHITTON, a crew member of the DOGWOOD, gave a lecture to some high school students in Vicksburg. His talk was on Aids to Navigation Work, History, and Transportation on the Mississippi River. The entire crew of the boat has just finished the Defensive Driving Course.

CGC FORSYTHIA is blazing with transfers. BM1 HAROLD M. HENRY jumped to LIGHT STATION CLEVELAND LEDGE, Woods Hole Mass. YN2 MARK S. CARTER has arrived from USCG LORAN STATION UPOLU POINT HAWAII to relieve YN3 RUSSEL L. JOCOY. JOCOY was released from active duty November 26th. SN DAVID P. CARTER is now getting used to the climate at USCG YARD, Curtis Bay, Md. CGC FORSYTHIA IS EXPECTING!!!!!! Yes, BM1 GEORGE BLACKKETTER will be delivered there from USCG STATION KEY WEST, Florida.



Left to right: LCDR Dick Crawford administers oath of office to CWO Robert K. Vogt (FTC); CWO Thomas F. Doyle (PSC); and CWO Lloyd Kerr (HMC). The new Warrant Officers are members of Coast Guard Reserve Unit Memphis.

BMC RUSSELL H. LAVENSKI retired while aboard CGC LANTANA. LAVENSKI was relieved by BMC BENJAMIN A. CRITHLEY who was stationed at BASE NIAGARA, Niagara, New York. You might think BM2 MYRON S. FRANCKOWIAK is the GUNG HO type for sea duty when you find out he served his whole enlistment on river tenders in the Second District.

SNYN CHARLES ANTHONY seemed really enthusiastic when Reggie called for information of recent events and happenings on the CGCMUSKINGUM. His excitement melted



Newly elected officers for the St. Louis District Club, Chief Warrant and Warrant Officers Association. From left to right: CWO 3 (ENG) E. A. GARDNER, president; CWO2 (MED) W. L. THOMPSON, vice-president; CWO4 (F&S) J. F. CROGHAN, secretary; CWO3 (F&S) D. G. LENTS, treasurer.

when he began saying, "Well.... we get underway almost every other week, and as far as operations are.... we just drop BUOYS, BUOYS, BUOYS."

The crew aboard the CGC KICKAPOO stated that the water is so high along the Arkansas River, the boat can't get underway. The crew has welcomed aboard FA J.P. EISENHEIMER. He is just out of boot camp and acquired his training at CAPE MAY, New Jersey.



TRADING SIGNATURES — United States Treasurer Francine I. Neff, countersigns a new one dollar bill while Coast Photojournalist I/c Chuck Kern, signs up for the Payroll Saving Bond allotment plan.



The CGC OBION left Memphis this month in order to help the cutter CHEYENNE and other river tenders, close out the Missouri River for the winter months. Closing the river consists of picking up all the buoys along the river and discontinuing all the navigational lights. This trip is estimated to last two weeks. BM1 OSCAR PLUMLEY is now performing active duty aboard the cutter OBION. MK3 MICHAEL LEDOUX is soon to get out of the Guard. He has served on the OBION all but 16 weeks of his enlistment. Those weeks were spent in EN school. Defensive Driving is hanging on the shoulders of BMC EARL S.

BAGLEY. He just finished a week in Greenville and Vicksburg, Ms. where he taught the DEFENSIVE DRIVING COURSE to all the Coast Guard units located in those two areas.

The CGC OLEANDER has been in a two day Charlie status. Instead of going into the drydock to repair their starboard rudder, the tender's crew used the boom to hoist the damaged rudder out and used the reverse procedure with the boom, to get the repaired one back in place. November 13th at 1600, the job was completed. The job was started Nov. 11. As you can see this saved the Coast Guard time plus money.

## Veterans Benefits Timetable

Recently returned Vietnam Era veterans are advised to "keep an eye on the calendar" to avoid overlooking important federal and state obligations. VA advises each veteran shortly after discharge, of this recommended schedule:

- As soon as possible, register with your local state employment service office. (Veterans have up to one year to apply for unemployment compensation, but ap-

plications filed after a long period of unemployment could result in a lower rate of unemployment compensation.)

- In 10 days, report your address to Selective Service through your local board (in person or by mail).

- In 30 days, register with Selective Service or any local board, if you're not already registered.

- In 90 days, apply to your

former employer for reemployment.

- In 120 days, (one year if totally disabled at your time of separation) convert Servicemen's Group Life Insurance (without

examination) to private, commercial policy.

- Within one year from date of notice of VA rating on disability, apply to any VA office for G.I. life insurance based on service connected disability.

- Within one year, apply to any VA office for dental care.

- As soon as possible, apply to any VA office for G.I. education or training, which must be completed within eight years of your separation from military service.

VA notes there are no time limits for veterans to:

- Apply to any VA office for a G.I. loan guaranty to buy a farm, or buy, build or improve a home.

- File claims with any VA office for compensation for service connected disabilities or disease, or apply for hospital care.

- Seek assistance from local offices of state employment service in finding employment or entering Labor Department job training programs.

VA added that its 72 veterans assistance centers around the country are ready to help veterans get a fresh start in civilian life.

B E C A L E V O L E W O N G  
N R E E D I E T R I C H I J  
Y O I Y E L B A M S M C M K  
L N X G R A B L E U Q A R L  
I A L F E M R G X S O N M A  
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A S T C P E R E L L I D U L  
R G Y P S M O A Q U O L O C  
D P F E Y L O J U X Z V G T

**DOWN**  
and  
**UP**

This UP & DOWN Puzzle contains the names of 21 famous and infamous sexy sirens found in the pages of history and today's pop press. We've hidden the ladies' names by stacking top to bottom, diagonally and backwards, and we even made waves. To help you solve this tough assignment we provide the 21 (to make it legal) names: Brigitte Bardot, Marilyn (Monroe), Salome, (Jean) Harlow, Cleopatra, Delilah, Xavier, (Greta) Garbo, (Marlene) Dietrich, Raquel (Welch), (Linda) Lovelace, Rita (Hayworth), (Phyllis) Diller, Gypsy (Rose Lee), (Lili) St. Cyr, Joey (Heather-ton), Suzie Wong, Moms Mabley, Dragon Lady, and Lola Falana. The parts of the names inside the parenthesis marks are not in the puzzle.

 **Merry Christmas**

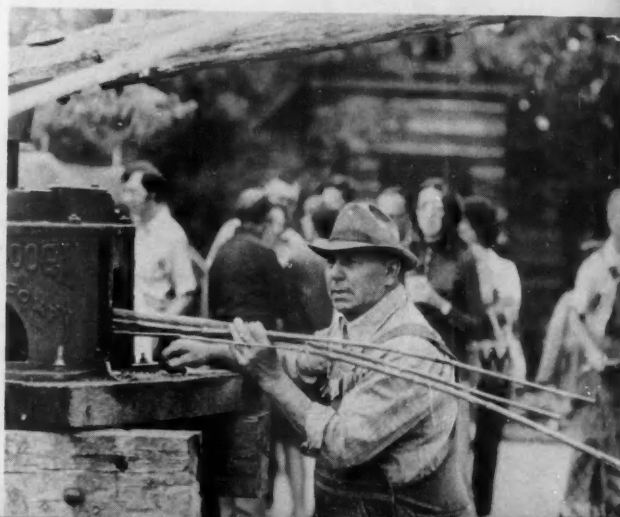




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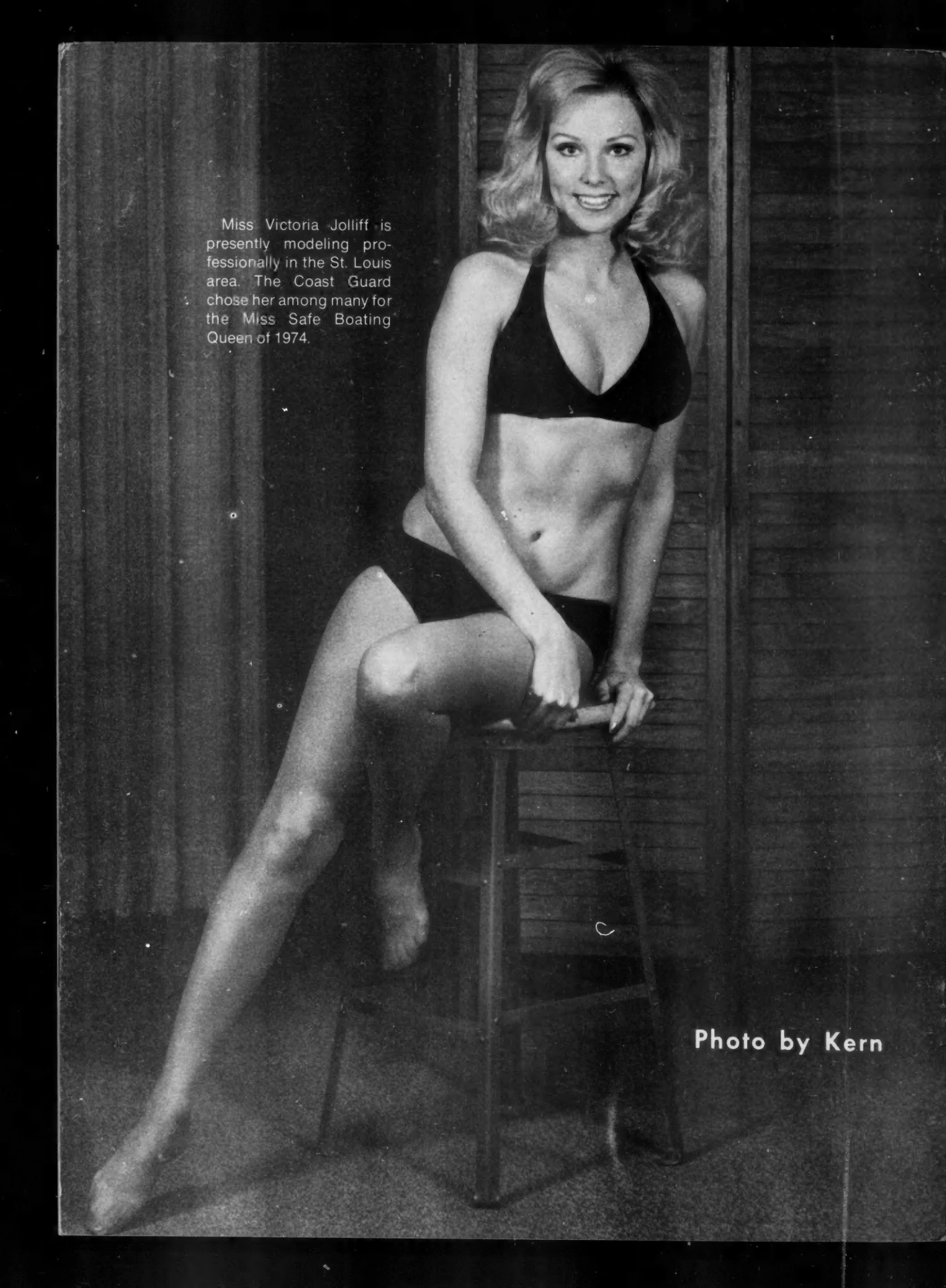
PA1 Dale L. Puckett

Of all the sounds of the Universe, of all the sights of the world and of all the smells of the earth, there is nothing more beautiful to man than that which was created by his own hands.





Yeoman CHUCK BURDICK and SA MARY KOCH, members of the Second Coast Guard District Color Guard, during the annual observance of Pearl Harbor Day in St. Louis.



Miss Victoria Jolliff is presently modeling professionally in the St. Louis area. The Coast Guard chose her among many for the Miss Safe Boating Queen of 1974.

Photo by Kern



